

Sch. ~~Genesta~~ were sons.
Natalie J. Nelson, 27,000 pounds;
Genesta, 24,000 pounds; sch. W. M.
Goodspeed, 18,000 pounds.
Wholesalers paid \$4.50 a hundred
weight for haddock, \$5 to \$5.75 for
large cod, \$3 to \$3.50 for market cod,
\$4.50 to \$7 for hake and \$5 for pollock.

Boston Arrivals.
The fares and prices in detail are:
Sch. Dixie, 8300 cod.
Sch. Laura Enos, 1700 cod.
Sch. W. M. Goodspeed, 14,000 had-
dock, 600 cod, 1000 hake, 2500 pollock.
Sch. Genesta, 21,000 haddock, 1500
cod, 2000 hake.
Sch. Edith Silveria, 4000 haddock,
700 cod.
Sch. Tecumsah, 6000 haddock, 100
cod.
Sch. Rita A. Viator, 3000 haddock,
500 cod.
Sch. M. Madeline, 500 haddock, 3400
cod.
Sch. Jessie Costa, 10,000 haddock,
1500 cod.
Sch. Natalie J. Nelson, 22,000 had-
dock, 3000 cod, 2500 hake.
Haddock, \$4.50 per cwt.; large cod,
\$5 to \$5.75 per cwt.; market cod, \$3
to \$3.50 per cwt.; hake, \$4.50 to \$7
per cwt.; pollock, \$5 per cwt.

TODAY'S FISH MARKET.
Salt Fish.
Handline Georges codfish, large,
\$5.25 per cwt.; medium, \$4.75, snap-
pers, \$3.25.
Eastern deck handline codfish,
large, \$5.25; medium, \$4.50.
Eastern halibut codfish, large
\$4.50; mediums, \$3.75. snappers, \$3.
Georges halibut codfish, large, \$4.50;
mediums, \$4.
Cusk, large, \$2.25; mediums, \$1.75;
snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.
Fresh Fish.
Splitting prices:
Haddock, \$1.10 per cwt.
Eastern cod, large, \$2.10; medium,
\$1.75; snappers, 75c.
Western cod, large, \$2.15; mediums,
\$1.80; snappers, 75c.
Peak cod, large, \$2; medium, \$1.75;
snappers, 70c.
All codfish not gilled 10c per 100
pounds less than the above.
Hake, \$1.15.
Cusk, large, \$1.30; mediums, \$1;
snappers, 50c.
Dressed pollock, 80c; round, 90c.
Bank halibut, 11 1/4c per lb. for white
and 9c for gray.

Mar. 15. ✓
**CAN YOU TELL
WHAT IS A TURTLE?**
As a result of a decision to dismiss
further consideration the celebrated
case which was to decide whether a
turtle was an animal or a reptile,
Judge O'Sullivan of New York, has
added one more to the number of
unsolved mysteries. The question was
involved in the prosecution by the So-
ciety for Prevention of Cruelty to
Animals of Capt. Cleveland H.
Downes, of the Saratoga, a steam-
ship of the Ward line, arrested on
charge of cruelty to animals—68 tur-
tles. The turtles were passengers on
the Saratoga, in October, 1911, and
to prevent them from being nervous
at sea their flippers were wired and
they were placed on their shelly backs.
The S. P. C. A. charged cruelty and
had Capt. Downes arrested. Magis-
trate Freschi in Tombs Police Court
held that a turtle was an animal and
found the captain guilty. The case
was appealed to the Court of General
Sessions and tried before a jury. Dr.
W. Lee Blair, of the New York Zoo-
logical Park, testified that turtles
had feelings, that their nervous sys-
tems, though not so delicate as those
of prima donnas, were capable of suf-
fering. A turtle was placed on the
counsel table as exhibit A and slept
through the entire trial. The jury dis-
agreed five weeks ago. Judge O'Sui-
livan Thursday resurrected the case
to dismiss it from further considera-
tion, saying that the District Attor-
ney's office did not hope to obtain a
conviction.

FEW FOUND NETS IN DENSE FOG

Therefore Landings of Fresh Fish by Gill Netters Was Very Light.

A few of the gill netters ventured
outside yesterday during the thick fog
and picked up their nets, the receipts
of the day being small, however,
about 15,000 pounds in all being land-
ed.
The fleet of market boats that went
out night before last have not re-
turned and have probably harbored
to the eastward and will be in for
Monday's market.

Today's Arrivals and Receipts.
The arrivals and receipts in detail
are:
Str. Lydia, gill netting, 1000 lbs.
fresh fish.
Str. Lorena, gill netting, 800 lbs.
fresh fish.
Str. Carrie and Mildred, gill netting,
1200 lbs. fresh fish.
Str. Robert and Edwin, gill netting,
700 lbs. fresh fish.
Str. Dolphin, gill netting, 1400 lbs.
fresh fish.
Str. Rough Rider, gill netting, 1000
lbs. fresh fish.
Str. Margaret D., gill netting, 1000
lbs. fresh fish.
Str. Prince O'af, gill netting, 300
lbs. fresh fish.
Str. Enterprise, gill netting, 1500 lbs.
fresh fish.
Str. Venture, gill netting, 135 lbs.
fresh fish.
Str. Swan, gill netting, 600 lbs. fresh
fish.
Str. Sunflower, gill netting, 500 lb.
fresh fish.
Str. Evelyn H., gill netting, 800
lbs. fresh fish.
Str. George E. Fisher, gill netting,
2500 lbs. fresh fish.
Str. Geisha, gill netting, 1000 lbs.
fresh fish.
Sch. Little Fannie, gill netting, 1000
lbs. fresh fish.
Str. Medomak, gill netting, 1800
lbs. fresh fish.
Str. Mary F. Ruth, gill netting, 1900
lbs. fresh fish.

Vessels Sailed.
No sailings today.

TODAY'S FISH MARKET.
Salt Fish.
Handline Georges codfish, large,
\$5.25 per cwt.; medium, \$4.75, snap-
pers, \$3.25.
Eastern deck handline codfish,
large, \$5.25; medium, \$4.50.
Eastern halibut codfish, large
\$4.50; mediums, \$3.75. snappers, \$3.
Georges halibut codfish, large, \$4.50;
mediums, \$4.
Cusk, large, \$2.25; mediums, \$1.75;
snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.
Fresh Fish.
Splitting prices:
Haddock, \$1.10 per cwt.
Eastern cod, large, \$2.10; medium,
\$1.75; snappers, 75c.
Western cod, large, \$2.15; mediums,
\$1.80; snappers, 75c.
Peak cod, large, \$2; medium, \$1.75;
snappers, 70c.
All codfish not gilled 10c per 100
pounds less than the above.
Hake, \$1.15.
Cusk, large, \$1.30; mediums, \$1;
snappers, 50c.
Dressed pollock, 80c; round, 90c.
Bank halibut, 11 1/4c per lb. for white
and 9c for gray.

Hauled Out of Gill Netting.
Capt. Reuben Cameron who has
been engaged in gill netting in the
steamer Dolphin during the winter
months has abandoned the fishery and
will take the craft back to Newport, R.
I., shortly.

Steamer Being Lengthened.
The fishing steamer A. E. Nickerson,
Capt. Stickney, is being length-
ened and her deck raised at Essex.
She will be ready for fishing about
the middle of April, it is expected.

Salt Mackerel Imports.
Imports of salt mackerel of the 1912
catch landed at Boston to date are
28,771 barrels, against 31,263 barrels
for the same period last year.

MARKET FIRM ON SALT COD

The home market for codfish is
firmer this week. Stocks are limited,
and the demand is steadier. The
quantity in bonded warehouses in New
York on January 31, was only 505,663
pounds, compared with 1,362,536
pounds on the same date of 1912, the
Fishing Gazette reports.

In a report on Lunenburg bank fish
the "Maritime Merchant," in its is-
sue of February 27, says:
"At the time our last report on
bank fish was written Lunenburg
holders were talking \$5.80 per quintal
ex vessel, but at the same time the
trade here were only willing to admit
\$5.50 as a safe purchasing figure, bas-
ing their conclusion on the returns
coming in from Porto Rico shipments.
Today, however, notwithstanding the
attitude, taken by the exporters, Lun-
enburg holders have advanced their
ideas to \$6.25, though we have not
heard of any sales being made at such
figures. A very careful and competent
member of the exporting trade in con-
versation with the 'Merchant' on
Monday expressed himself as follows:
"There is, in my opinion, no justifica-
tion for the views of values now held
by the Lunenburg fishermen. Porto
Rico is almost our sole market for
Lunenburg bank fish, and a three
months supply for that market is not
more than 36,000 quintals. Now there
are more than 30,000 quintals still un-
marketed in Lunenburg and there are
at least 15,000 quintals, including La-
brador cure and suitable for Porto
Rico now in store at Halifax and
Lunenburg. Why in the face of these
holdings we should expect higher
prices I find it impossible to conceive,
and certainly there is nothing in the
purchases being made by Porto Rico
at the present time to warrant the be-
lief that they anticipate a scarcity. I
have heard the opinion expressed
that owing to the improved demand in
the Mediterranean, Labrador will mar-
ket everything she has to sell in that
market and that, therefore, local sup-
plies will not carry us through to
new season's cure. I do not admit the
last part of this statement, though
the first part of it I think is correct;
but granted that we do not get any-
more fish from Labrador, here is still
another place that may make a try at
Porto Rico if that market makes itself
attractive. I refer to San Francisco,
which is shipping large quantities of
dried fish to the Eastern States this
year, and at figures that are quite as
low or lower than the values we
have been working on this season.
There is no money for us in exporting
fish to Porto Rico even at present
costs, our last returns only netting us
about \$6 per quintal, and it takes about
15 cents of this to pay handling charg-
es, to say nothing of something for
profit."

Little Doing at Channel.
A report bulletin at the St. John's,
N. F., board of trade rooms states
that very little fishing was done last
week at Channel, Basques and vi-
cinity, no trawls having yet been set,
though some 20 dories and boats are
occupied. The total catch to date is
only 11,143, and with ice on the coast
the outlook now is unfavorable. At
Burgeon and La Polle the men had
but two days of fishing last week,
the others being too frosty and stormy
for them to go out. Boats with froz-
en herring and salt squid as bait got
fairly large catches, but several of the
Rose Blanche boats could not get out
as the harbor was filled with ice. No
bankers are yet working in any of
the above sections and at Burgeo the
catch is 1930 quintals, 300 having been
taken a week ago.

Newfoundland Craft Missing.
Grave fears are expressed by mari-
ners that the sch. Pearl Evelyn, Capt.
Pinnel, of St. John's, N. F., is no more.
This vessel, laden by the Smith Co.
with fish for Operto, sailed on the
6th of January and since no report of
the ship has been had, she being now
practically two months on the run.
Of course, there are "hopes from the
ocean," but such a lengthy passage
with a happy termination is rarely re-
corded. Capt. Pinnel is a native of
Jersey, and has a wife and family on
the West Coast. He has about six
men of a crew on board, all New-
foundlanders. The vessel was bought
by A. S. Rendell & Co. from a Hal-
ifax firm, and before she left was
given new sails, wire rigging and re-
ceived general repairs.

GOOD PRICES CLOSE THE WEEK

Only Six Fares of Fresh Fish In at T Wharf This Morning.

The week closed today at T wharf,
Boston with six fares of fresh ground-
fish at the dock, two of which are
from off shore.
Schs. Fannie Belle Atwood and
Mary C. Santos have the largest hauls,
the former with 40,000 pounds, and
the latter 67,000 pounds.
Wholesalers paid \$3.25 to \$4.50 a
hundred weight for haddock, \$5.75 to
\$6 for large cod, \$3.50 to \$4 for market
cod, \$4.50 to \$7 for hake, and \$4.50
to \$5 for pollock.

Boston Arrivals.
The fares and prices in detail are:
Sch. Washakie, 12,000 haddock, 700
cod.
Sch. Matthew S. Greer, 6000 had-
dock, 100 cod, 700 hake.
Sch. Yankee, 8000 haddock, 1000 cod,
1500 hake.
Sch. Mary C. Santos, 38,000 had-
dock, 1000 cod, 1000 hake.
Sch. Fannie Belle Atwood, 58,000
haddock, 9000 cod.
Sch. Josephine DeCosta, 12,000 had-
dock, 1000 cod, 1000 hake.
Haddock, \$3.25 to \$4.50 per cwt.;
large cod, \$5.75 to \$7; market cod,
\$3.50 to \$4; hake, \$4.50 to \$7; pol-
lock, \$4.50 to \$5.

Nova Scotia Fishing Notes.
Advices up to the middle of Febru-
ary from the leading European mar-
kets report a continuance of dull de-
mand, although the Lenten season is
half over. Strictly prime shore cod
were, however, quoted at good prices
at Spanish ports, with a fair inquiry
for Labrador. The Norwegian catch
up to February 8 showed 7,000,000
count, against 8,000,000 in 1912 at same
date. West Indies and South Ameri-
can points show few changes. Local
figures for the staples are about as
before, with no very brisk inquiry.
The holdings of bank fish at Lunen-
burg and LaHave are being substan-
tially reduced by degrees and a scar-
city is considered as not at all un-
likely in the coming spring months
before new fish are on the market.

Toy Boat in Mid-Ocean.
A miniature ship with the masts
broken off about two inches above the
deck, sails attached and floating along-
side was sighted at sea by Third Of-
ficer D. T. W. Lerdén of the Cunard
steamer Franconia. The Franconia
was coming from the Mediterranean
and she was some 300 miles out from
Gibraltar when the miniature derelict,
about two feet long was sighted with-
in 30 feet of the liner. The toy boat
was a perfect derelict. The hull was
green with a red stripe and a fine
model. How the toy came to get so
far out to sea could not be guessed,
but it probably drifted out of the Med-
iterranean. It was the smallest dere-
lict ever reported sighted at sea to the
United States hydrographic office.

Moving Storage Stocks.
Great scarcity in all lines of fresh
fish prevails. Weather conditions have
been unfavorable for fishing operations
and resulting small catches have had
their effect on all markets, as reported
by the "Canadian Grocer." Storage
stocks have been brought forward to
take the place of fresh fish, but even
in these, stocks are being rapidly
depleted. Higher prices and scarcity
of supplies have increased demand for
smoked and salt lines. With four
more weeks of Lenten season, fish
trade prospects for a good season are
bright.

Foreign Salt Fish.
The returns of the Norwegian cod
fisheries for the week of February 1
are reported as 800,000 cod, of which
only 60,000 were landed in Lafaten.
For the following week the report
runs: The cod fisheries suffered from
bad weather, and in Fanmarken only
small catches have been made. The
returns for the week for the whole
country were 574,000 cods.
The total catch to February 8 is
announced comparatively for the last
four years as: 1913, 6,473,000 cods;
1912, 7,944,000 cods; 1911, 2,804,000
cods; 1910, 3,588,000 cods.—Fishing
Gazette.

Gulf Stream.

March 15.

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Says W. L. Stoddard in the Boston Transcript: When, shortly before the death of the Sixty-Second Congress, Representative William L. Calder of New York introduced a bill constituting the "Labrador Current and Gulf Stream Commission," whose object it was to "investigate and report as to the feasibility and cost of causing an obstruction to the Labrador current passing over the Grand Banks of Newfoundland," and for other purposes, the professional jokesmiths of the nation set up a grand hoo-hoo! the echoes of which have not yet ceased to resound the column of the inland to say nothing of the seaboard press.

Memories of Doc Cook, the Cardiff Giant, and other fakes and fakers arose to the well-trained mind. Mr. Calder, however, smiled the familiar smile of the man who knows in advance that he is the champion of a freak cause—and went ahead. Now he is promising to reintroduce his bill into the next Congress. As a member of the Interstate and Foreign Commerce committee, Calder is in a position to bring his pet scheme to authoritative attention.

Panama Canal Goethals for the Bill.

Representative Calder's bill may be a foot-killer's piece of legislation, but it has the support of some good names. One of these is that of Colonel George W. Goethals. About a month ago Goethals wrote to Carroll L. Riker, the author of "Power and Control of the Gulf Stream," "I have carefully read your pamphlet. . . . and find it most interesting and fascinating. I think the subject warrants the investigation contemplated by the provisions of House Bill 28239, and sincerely trust that you will be successful in securing its passage."

Likewise has the Maritime Association of the Port of New York as well as the Board of Trade and Transportation of that city endorsed the Calder proposition, both being moved by considerations of safety for the liners docking in New York, dodging icebergs. And perhaps equally important are the endorsements which the measure has received from the war department, the Coast and Geodetic Survey, the Hydrographic Office of the Navy, and the Bureau of Fisheries. The first-named Federal office says:

"The experiments and investigations provided for may result in the acquisition of useful and important data."

The superintendent of the Coast and Geodetic Survey writes:

"The Grand Bank of Newfoundland is an unusually promising field for hydrographic work which, if carried out in a satisfactory manner, would be of great value to this bureau."

The Hydrographic Office of the Navy "begs to advise" that

"Entirely apart from any consideration of the value of building an obstruction across those banks, any investigation of the currents, the depths of the water, and character of the bottom on the Grand Banks, and in their vicinity, will be most valuable

to science; to navigation, and the safety of life at sea; and any money appropriated for making an investigation of these matters certainly would be well spent."

A Warning from Fish Experts.

The Bureau of Fisheries also would be glad to get information from the planned study, but, realizing the lack of "comprehensive data," refrains from giving a definite opinion concerning the effects of the proposed jetty on the fisheries of the Grand Banks and on the coast of New England. The acting commissioner, Mr. H. M. Smith, however, gives this warning: "It can be assumed, however, that any great increase in the temperature of the waters on the fishing banks would interfere with the spawning, and probably cause the permanent removal of the important food fishes now inhabiting them, and it is doubtful if they would be replaced by equally valuable immigrants from the present warmer parts of the Atlantic."

When the Calder bill was introduced last January a howl of laughter went up at the boldness of the scheme it being assumed by the public that Congress was being asked for an appropriation to build the proposed jetty, said appropriation probably to be tacked on as a rider to the Sundry Civil Bill, the Public Buildings Bill, or the bill for the maintenance of the pension pork barrel. But, and as usual, the public was deceived by the newspapers. The wrong impression was given out. The Calder bill did not propose to build a jetty. It proposed to investigate into the feasibility of building an obstruction to the Labrador current. To the scientific mind there is all the difference in the world between the making of a study and the asking outright for a government to do something without study. Doubtless millions of dollars of public money have been spent in the various scientific bureaus at Washington, making investigations which have led nowhere at all, and to have forbidden the undertaking of these investigations would have been contrary to the spirit of the age.

The Bill Itself.

That there may be no confusion as to the exact proposition advocated by Representative Calder, let me reproduce here the entire text of his bill:

Be it enacted, etc., That a commission is hereby authorized and created, to be known as the Labrador Current and Gulf Stream Commission, which shall consist of one competent officer of the United States Navy, who shall be nominated by the Secretary of the Navy and approved by the President, with two other competent persons appointed by the President. The members of the commission shall serve without pay, but shall be allowed their necessary expenses while engaged in any duties devolving upon them under the provisions of this act.

Section 2. That it shall be the duty of the commission to investigate and report as to the feasibility and cost of causing an obstruction to the Labrador current passing over the

being cooled to 55 degrees than could be produced by the burning of 2,000,000 tons of coal every minute—Riker). It carries its waters northward, easily distinguished from the surrounding oceans by its deep blue color. Its warm waters reach to Iceland; they flow into the Arctic Basin; toward the northern shore of Spitzbergen and past Nova Zembla; into the waters of the British Isles materially modifying their climate and that of all northern Europe — otherwise Scandinavia would be uninhabitable, and Great Britain as sterile as Labrador.

"Wherever it flows it serves to regulate all the processes of nature, while it contributes to the temperature of the region of the Arctic circle more heat than comes to that region by the direct influx of the sun. The great warm, north-flowing Gulf Stream conveys the needed heat for better climatic conditions in the northern hemisphere, but is met and robbed of it when but half-way on its course by the cold, south-flowing Labrador current.

"The Labrador current sweeps down from the Arctic along the eastern coast of Greenland, and from Baffin Bay and past the coast of Labrador and Newfoundland, bearing with it vast fields of ice and enormous bergs, reaching the Gulf Stream.

The Two Currents Conflict.

"The intrusion of a large body of cold water running in a southerly direction between the Gulf Stream and the American shore is a phenomenon of so much importance that the Labrador current must be considered with the Gulf Stream, whose conditions it affects materially. The Labrador current pours into the Atlantic enormous masses of cold water, which flows southward along the American coast in a great current, which is quite as important as the Gulf Stream itself.

"This interference is most remarkable where the polar current first meets the Gulf Stream, south of Newfoundland and over the Grand Banks, in a never-ceasing struggle for the mastery, with varying results, depending on the seasons in which the winds often hold the balance of power. The struggle is marked by the appearance of cold and warm bands extended across the Banks."

The Grand Bank, upon which it is proposed to build this jetty, and upon which the two now meet, lies southeast of Newfoundland, and is in general nearly circular in shape, about 300 miles in diameter at its top, a great plateau or sand bank, practically level on top, rising from the vast depths of the ocean (about 15,000 feet below), until there is only from 200 to 250 feet of water over it. It is covered generally with a fine shifting sand and gravel, like a beach, with somewhat more sedimentary deposits, in places, and with coarser gravel, sand, mud, stone, iceberg deposit, and with rock projecting above the sand at its northern part, at and near the site of the proposed jetty:

There are but few spots in this great area where, it is reckoned, if

Not Such a Wild Scheme.

The idea of constructing a jetty or peninsula 200 miles into the ocean tapering from about 40 miles in width at the shore end to three at its easterly extremity, makes a stupendous appeal to the imagination. But the Riker-Calder plan of building that jetty is relatively simple; in its essence it consists of harnessing the ocean forces that are now working and directing their energy to a definite end. As Riker puts it:

"The material that will quickly form this land is but an aggregation of grains of sand that are ever being moved southward by the action of the Labrador current over the site where it is proposed this jetty or peninsula shall rise. If this material can be obstructed in its southerly movement at and about the site of the proposed jetty, it becomes evident that it would continue to build in width and height until it reached the surface of the ocean."

The plan, therefore, is to stretch a great rope cable or "obstructor" across the bottom of the ocean, this cable to be buoyed up by casks floating on the ocean above, so adjusted as to rise as the deposit of sand rises. Obstructors for precisely similar purposes have been used in river and harbor work. Riker calculates that at least three-quarters of the present flow of the Labrador current over the Grand Banks can be stopped by its own deposits within two years from the placing in position of the obstructor.

Conservation is the keynote of the scheme—conservation not only constructive but preventive. According to some who have studied the matter, the climatic conditions along the north Atlantic coast are growing worse, not better. They claim that the government charts show an erosion and increased depth over great areas, through which clear space ice-cold water is pouring along the shores of the United States, where none passed 20 years previously. The increasing coldness of the waters in and about New York harbor and the more frequent fogs are said to be other alarming symptoms. Within 50 years, unless there comes some change, Riker predicts that the climate of Labrador will extend as far south as Boston.

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March 15.

Mar. 18.

WHEN T WHARF WAS A REAL T

In a curious little pamphlet of 23 pages, published apparently about 1841, the acts of incorporation, its amendments and also the rules of the Proprietors of Boston Pier or Long Wharf are given in detail.

There is also contained in the pamphlet the agreement of the proprietors with the owners of T wharf by which a free passage was to exist to and from the dock west of the neck of T wharf.

Many at this time wonder why T wharf was so named, as its present form does not justify the title and it was not the scene of the famous Boston Tea Party.

Originally Long wharf extended up into the city as far as Broad street and out into the harbor to its present limit, so that it was really a very long wharf. About where Atlantic avenue now forms the head of the wharf, was formerly the old "barracado," or sort of breakwater, which ran from the North End well south of Long wharf and thus inclosed a good-sized basin, in which vessels were careened on the flats so that the barnacles and sea growth could be removed from their underbody.

On the side of Long wharf and at a short distance from it was a passage in the "barracado," for vessels to pass in and out of. The original idea of the "barracado" was to use it to mount guns in case the shipping within the basin should be threatened.

The long wall was a general nuisance to shipping and was gradually allowed to go to pieces; but two sections of it, one on either side of Long wharf were retained and were known as island wharves.

A connection between Long wharf and the Island wharf to the north of it was built. The connection thus became the stem of the T and the island formed the crosspiece of the letter, so that the wharf took its name from that shape. When Atlantic avenue was built about 40 years ago T wharf lost that shape from which it derived its name.

Long wharf was one of the most important in Boston, as its head was at the foot of State street, then a very important street because of its going direct to deep water. As early as 1768 the wharf was used for the landing of British soldiers and was much used by them during the British occupancy.

In 1715, the Long Wharf was divided into 24 shares by the proprietors, who agreed to maintain it in good condition, but in 1772 it was in pretty bad shape and a stone head to the wharf was built, and the proprietors were incorporated June 22 of that year, so that they could better handle the method of paying for the improvements on the property.

June 24, 1806, the proprietors of Long wharf received permission from the legislature to purchase Island wharf and the flats there, for the purpose of improving the passage. June 5, 1824, the proprietors received permission to acquire other land and rights for the improvement of Long wharf. In 1826 the proprietors received permission to increase the number of the shares in the property to 200.

The remainder of the pamphlet is taken up with copies of votes of the corporation and with its rules and regulations. According to these rules the wharfinger was to exact a fine of \$3 for most every sort of violation of the rules of the corporation by shipmasters or others.

Half wharfage was to be charged when two vessels lay one outside the other at the wharf and the inside craft was responsible for the sum. No vessel or boat with fresh fish was allowed in the dock or to land such freight on the wharf, and no building on the wharf could be used for storing or packing fresh fish after April 15, 1840.

Premiums of \$150 were offered to persons building brick stores of 20 feet frontage on the lower section of the wharf. This offer was made March 23, 1808, and in the same month in 1840, the offer was extended to persons who might build brick stores of larger frontage than mentioned in the first offer.—Boston Globe.

Grand Banks of Newfoundland; to ascertain and determine, by practical experiments and otherwise, the best means that can be employed to induce and create a deposit upon the said Grand Banks of the sand and other sediment which is carried by the Labrador current; the effect of such obstruction—first, in preventing the encroachment of icebergs and fogs upon the course travelled by transatlantic steamships; second, the effect upon the Gulf Stream and other ocean currents; third, the effect upon the climate of countries in the northern hemisphere on both sides of the Atlantic ocean; fourth, the probable effects upon the fogs of the coasts of the United States, Canada, the British Isles and upon the waters thereabouts; and fifth, any other effects of such obstruction, not specifically mentioned herein, which may be discovered during the investigations of the commission and deemed to be worthy of note for scientific or other reasons. The commission shall also make a thorough investigation of the currents and sub-currents of the ocean which would be influenced by the proposed obstruction of the Labrador current, or which now have, or after the creation of the obstruction would have relation to it; and especially probable effect upon the disintegration of the warm north-flowing Gulf Stream which now occurs by its meeting with the cold south-flowing Labrador current.

The commission shall also investigate and report upon all of the matters, mentioned herein, and upon all other matters, methods, causes, effect and phenomena which it may deem proper, or which it may discover in the course of its investigations and deem to be pertinent to or important to a scientific and accurate determination of the feasibility of obstructing the flow of the Labrador current and of the effects of obstructing such current.

Section 3. That the Secretary of the Navy shall assign such vessels, with their officers and crews, as may be desired by the commission and approved by the Secretary for the use of the commission, to enable it to perform the duties imposed by this act, without expense to the commission.

Conservation of the Gulf Stream.

The object of this measure, in a word, is the conservation of the heat of the Gulf Stream, heat which is today going to waste just as our forests and rivers and mines are going to waste because they are not efficiently managed. Let us see what we have to conserve. According to authorities whose conclusions have been published by the direction of the secretaries of the Navy (Maury, Pillsbury and Soley), the situation with regard to the ocean currents affected by the Calder bill is roughly as follows:

"The Gulf Stream is undoubtedly the greatest and mightiest of all terrestrial phenomena. There is a river in the ocean, its fountain in the Gulf of Mexico, its mouth in the Arctic ocean; a current more rapid, and conveying more heat than would a stream of molten iron the size and velocity of the Mississippi.

"Ninety billion cubic yards of water at more than 75 degrees Fahrenheit pass Cape Florida northward every hour (liberating more heat in

the Titanic were placed on end, one-third of her length would be under water; and the propellers would be higher out of water than the tops of the highest buildings in New York are above the streets. Over an area of about 10,000 square miles, it is much more shallow, from which, although 200 miles from land, and apparently in mid-ocean, it will be seen the depth is not very great.

The ice-cold Labrador current now past Newfoundland, headed south, sweeps westwardly around Cape Race and over the Grand Bank with considerable velocity in a shallow, south-westerly stream, about 250 miles wide and about 200 feet deep, that occupies the whole depth and meets much of the waters of the warm Gulf Stream, running rapidly in an opposite direction, also occupying nearly if not the whole depth.

As a result of this meeting and the shoalness of the water in which it occurs, a part of the Labrador current is projected in a northwesterly direction by the collision, while the Gulf Stream is forced more or less to the south, depending largely upon their relative velocities.

A large part of the cold water of the current here mixes with the warm water of the stream, greatly reducing its temperature, and a part here at times goes under the stream into the deep water of the Atlantic to the south after producing uprisings and cross currents, and continually mixing with the stream from beneath.

Gulf Stream Unconserved.

Much of the heat of which the Gulf Stream has been thus deprived half way on its journey would probably be retained. As it is, it produces almost continuous fogs at the meeting place of the two currents, and largely along the entire coast southward; also it brings the bergs far south into the lines of transatlantic steamers, instead of being melted by the warm water of the Gulf Stream near where they originate.

Assuming the speed of the ice-cold Labrador current at one mile per hour, which is less than its average over the site of the proposed jetty, 200 miles along, averaging say, 250 feet deep, the course for 25 miles crossing the deeper Cape Race Channel—we have a flow of about 50,000-000,000 cubic yards per hour, or more than one-half that of the Gulf Stream passing between Bermuda and Cape Florida, which chills the eastern coast of the United States and Canada, producing our late springs and frequent fogs.

It would require the burning of more than 1,000,000 tons of coal per minute to heat this mass of ice water from 35 to 55 degrees.

This ice-laden current of brine, with an average temperature below 32 degrees, often enters and chills the Gulf of Mexico itself.

When it is remembered that the northern mongrel branch of the Gulf Stream now reaches as far north as Greenland, with a temperature of 53 degrees, it seems probable that if only one-fourth of its initial heat, when so protected, reached the frigid zone, it would melt every vestige of ice upon the Northern Hemisphere during the summers and render Siberia and British North America more valuable agricultural regions at all seasons, and greatly reduce the winter temperature of the temperate zone here and in Europe.

Mar. 15

Decisions.

T. D. No. 32914. Yarmouth bloaters and Digby chicks. Yarmouth bloaters and Digby chicks dutiable as herring under paragraph 272, tariff act of 1909. Instructions to Collector of Customs, New York, from the Treasury: "Sir: The department duly received your letter of the 16th ultimo, inviting attention to a variance in practice in classification of so-called (Yarmouth bloaters) and 'Digby chicks,' which the appraiser at your port states are herring in tins, but which are bought and sold in the trade under the trade labels of 'Yarmouth bloaters' and 'Digby chicks.'

"The department in its decision dated November 7, 1912, (T. D. 32914), directed you to assess duty upon anchovies, pilchards, sardines, etc., at the rate of 30 per cent. ad valorem under paragraph 270 of the tariff act, for the reason that it had been unable to learn from a careful investigation of the matter that any fish not scientifically herring are known commercially as such.

"The department is in receipt of a letter from the Secretary of Commerce and Labor, to whom the samples forwarded by you were submitted, in which he states that the fish represented by the samples are the common sea herring (*Clupea harengus*.)

It was the purpose of the department's decision (T. D. 32914) to limit the classification of fish under paragraph 272 to such as are in fact herring, regardless of their commercial designations, and to exclude therefrom the fish enumerated therein, for the reason that they were not known, either scientifically or commercially, as herring.

"As it appears that the merchandise under consideration is in fact herring, you are hereby directed to assess duty upon future importation of bloaters and Digby chicks, packed in tins, as herring under paragraph 272.

"Respectfully,
"JAMES F. CURTIS,
Assistant Secretary."

The Spanish Fishing Industry.

Fishing is an important pursuit on the whole Spanish coast, the official estimate given by the local authorities in reply to inquiries from this consulate being that on the coast of Malaga Province alone, there are about 3000 small sailing and large rowboats, besides 17 steam fishing vessels. The catch of the fleet is said to average about 40,000 pounds a day all the year round, except during the two or three months of closed season in summer. The daily consumption of fresh fish in the city of Malaga averages from 12,000 to 15,000 pounds. The boats, which are all very heavily built, are of two sizes, those of 20 to 25 feet in length, whose activities are necessarily confined to fishing near shore, and those of some 35 to 40 feet, which can go farther out to sea. The steam fishing boats are becoming the more popular, as they can go longer distances, make larger catches in the same length of time, and during the summer closed season may still work outside of Spanish waters.

California Green Turtles.

The green turtle is found most extensively all along the coast of Magdalena Bay, Lower California, says a recent consular report. The natives in a great many localities subsist almost entirely on its meat. At the place named a firm once purchased these turtles for 50 cents and sold them in the markets of San Francisco for \$5, but it is doubtful if they could be obtained at such prices now. At Magdalena a company has a concession to fish turtle in that locality, being managed by Japanese, and it is supposed owned by Japanese also. This concession would, of course, interfere with others who desire to fish turtle there.

On the Gulf of California turtle are also found to some extent, as well as at San Lucas, a point between Santa Rosalia and Mulege, Lower California. It is said these turtles weigh 150 pounds.

Pensacola Fish Doings.

Pensacola's fishing industry saw one of the slackest weeks witnessed in many months, when no more than two hundred thousand pounds of fish was discharged at the several docks last week. Only four fishing smacks arrived during the whole week and only one of these, the Emelia Enos, brought in a catch worthy of comment.

The week's arrivals and their respective catches follow:
Emelia Enos, 35,000 pounds of snappers, 35,000 pounds of grouper; Ida M. Silva, 17,000 pounds of snapper, 4000 pounds of grouper; Halcyon 4965 pounds of snapper, 1000 pounds of groupers; Emily Cooney, 21,225 pounds of snapper, 3080 pounds of grouper.

Indications are that the present week will be an exceedingly busy one.

Mar. 15

Another Lunenburg Banker.

Tuesday morning another fine schooner was launched from the yard of Smith & Rhuland at Lunenburg, N. S. She is intended for the fisheries and is of the following dimensions: 129 feet over all; 26 feet beams; 10 1-2 foot hold. She is named the Della Warner, and will be commanded by Capt. Benjamin Cook.

Mar. 15

Didn't Mind the Ice.

The steamer Bruce arrived at North Sydney, C. B., Sunday forenoon from Port aux Basques. She had 68 passengers on board, and a full freight included in which being four carloads of fish for the American and Canadian markets. On the run across the steamer experienced considerable ice, and especially when a short distance off the coast she ran into some pretty mighty floes. However, Captain Taylor, who stood at the wheel all the time, got clear of the drift ice, the Bruce with ease steamed through the barrier between Low Point and the terminus wharf.

Porto Rico Fish Market.

Codfish.—The situation remains practically unchanged. With small arrivals our local market is but lightly supplied at present and sales of medium cod have been made at from \$31 to \$32 per cask, while large cod in boxes brought a higher price at private sales. Pollock and haddock remain fairly active at from \$23 to \$24 per cask.

Reported February 25, 1913, by S. Ramirez & Co., San Juan, Porto Rico.

Landed at Rockport.

The gill netting steamer Nora B. Robinson put into Rockport yesterday afternoon with 2500 pounds of fresh fish, mostly haddock.

Mar. 15

Week's Receipts at T Wharf.

Receipts of fresh groundfish at T wharf, Boston, for the week ending March 13, were 1,681,500 pounds from 63 arrivals against 3,032,000 pounds from 77 arrivals for the corresponding week of last year.

Mar. 17

SEALERS MEET WITH DISASTER

Half of the gulf sealing fleet of eight vessels which left St. John's, N. F., recently has met with shipwreck, according to advices received at Halifax.

The steamer Lloydson struck a sunken rock while breaking through the ice and was so seriously damaged that the voyage had to be abandoned. The Labrador sprang a leak while in heavy ice and had to be beached in St. Mary's Bay. The Boothic and Bellaventure were damaged in collision and are being repaired at St. John's so that they can continue the voyage.

The War and the Salt Cod Market.

The Trade Review of St. John's, N. F., has an article on the prospect of a wider market for Newfoundland fish, as a result of the Balkan-Turkish war, from which we have made the following extracts:

"It is a wellknown fact that for years past Greece has been a good customer of ours, by taking from us something like eighty to one hundred thousand quintals of fish annually, which goes far to relieve the pressure in our Mediterranean market. The allies have the same religion as the Greeks—Orthodox—and we should say that, with a little more energy and enterprise, we should be able to trade with these countries, as well as with Greece."

"The Trade Review is in a position to know that the merchants in Greece are very anxious to increase the fish trade with this country, and, previous to the declaration of war, we had many communications from mercantile firms to this effect. Now that the four little kingdoms must unite, and maintain unity at all hazards in self-protection, it is only reasonable to suppose that the fish merchants of Greece will find a larger market for this product than they had previous to the war, when they were depending wholly on home consumption in their own country."

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THREE HALIBUT FARES IN HERE

And Gill Netters Have 50,000 Pounds to Show For Two Days Work.

Three of the fresh halibut arrived here over Sunday with 50,000 pounds among them, which were quickly snapped up by the local dealers.

Sch. Rhodora, Capt. Augustus Peterson, is home from his first trip since resuming fishing, and has 14,000 pounds halibut, 3000 pounds of fresh fish and 3000 pounds of salt cod.

The best fare of the morning is sch. Thomas A. Cromwell, Capt. Augustus G. Hall, from Quero with 22,000 pounds of halibut and 10,000 pounds of salt cod.

Sch. Harmony from Green Bank has 15,000 pounds of halibut and 9000 weight of salt cod.

Saturday, sch. Ingomar, Capt. Horace Wildes, arrived from Brown's with 85,000 pounds of fresh fish, which were taken out this morning.

The gill netters were out Saturday and yesterday, the receipts for two days being about 50,000 pounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Ibsen, gill netting, 1500 lbs. fresh fish.

Str. Lorena, gill netting, 1000 lbs. fresh fish.

Str. Robert and Edwin, 600 lbs. fresh fish.

Str. Eagle, gill netting, 400 lbs. fresh fish.

Str. Rough Rider, gill netting, 300 lbs. fresh fish.

Sch. Little Fannie, gill netting, 600 lbs. fresh fish.

Str. F. S. Willard, gill netting, 1800 lbs. fresh fish.

Str. Prince Olaf, gill netting, 1000 lbs. fresh fish.

Str. Dolphine, gill netting, 800 lbs. fresh fish.

Str. Enterprise, gill netting, 600 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 1500 lbs. fresh fish.

Str. Philomena, gill netting, 1500 lbs. fresh fish.

Str. Hope, gill netting, 300 lbs. fresh fish.

Str. Hugo, gill netting, 500 lbs. fresh fish.

Str. Nora B. Robinson, 5000 lbs. fresh fish.

Str. Evelyn H., gill netting, 700 lbs. fresh fish.

Str. Ethel, gill netting, 2500 lbs. fresh fish.

Str. Mary L., gill netting, 300 lbs. fresh fish.

Str. Gertrude T. gill netting, 1800 lbs. fresh fish.

Str. Geisha, gill netting, 600 lbs. fresh fish.

Str. Harold, gill netting, 500 lbs. fresh fish.

Str. Mystery, gill netting, 1500 lbs. fresh fish.

Str. Medomak, gill netting, 1400 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 4500 lbs. fresh fish.

Str. Lydia, gill netting, 1600 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 1100 lbs. fresh fish.

Sch. Thomas A. Cromwell, Quero, 22,000 lbs. fresh halibut, 10,000 lbs. salt cod.

Sch. Rhodora, Quero, 15,000 lbs. fresh halibut, 3000 lbs. fresh fish, 3000 lbs. salt cod.

Sch. Harmony, Green Bank, 15,000 lbs. fresh halibut.

Sch. Mary P. Goulart, shore.

Sch. Favilla, shore.

Sch. Ingomar, Brown's Bank, 85,000 lbs. fresh fish.

Saturday's Gill Netting Arrivals.

Str. Robert and Edwin, gill netting, 800 lbs. fresh fish.

Str. Lorena, gill netting, 800 lbs. fresh fish.

Str. Dolphine, gill netting, 1500 lbs. fresh fish.

Str. Joanna, gill netting, 1000 lbs. fresh fish.

Str. Seven Brothers, gill netting, 1000 lbs. fresh fish.

Str. Rough Rider, gill netting, 1100 lbs. fresh fish.

Str. Margaret D., gill netting, 1000 lbs. fresh fish.

Str. Jeffery, gill netting, 250 lbs. fresh fish.

Str. Hugo, gill netting, 200 lbs. fresh fish.

Str. Evelyn H., gill netting, 1200 lbs. fresh fish.

Str. Gertrude T., gill netting, 2000 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 600 lbs. fresh fish.

Vessels Sailed.

Sch. Maud F. Silva, halibuting.

Sch. Cavalier, halibuting.

Sch. J. J. Flaherty, salt trawl banking.

Sch. Annie M. Parker, salt trawl banking.

Sch. Francis J. O'Hara Jr., haddocking.

Sch. Laverna, haddocking.

Sch. Mary P. Goulart, haddocking.

Sch. Mary Edith, haddocking.

Sch. Frances P. Mesquita, haddocking.

Mar. 17

BIG FARES MORE THAN PLENTY

T Wharf Has 25 Arrivals This Morning Some With Largest Trips of Winter.

It was a big fish morning at T wharf today when the gong sounded for the opening trade of the week, there being a fleet of 25 crafts on hand, several among them with monster fares, the largest of the season.

To Capt. Martin L. Welch of sch. Lucania belongs the honor of the banner fare. Capt. Welch has 125,000 pounds, 100,000 pounds alone being cod which were secured on Georges. The Lucania will go one more trip fresh fishing after which she will take off her dories and fit for seining.

Some of the other fine trips are: Schs. Mary F. Curtis, 87,000 pounds; Esperanto, 68,000 pounds; Josie and Phoebe, 79,000 pounds; Arethusa, 90,000 pounds; Elsie, 67,000 pounds; Terra Nova, 87,000 pounds; Pontiac, 62,000 pounds; Thos. S. Gorton, 78,000 pounds; Elk, 71,000 pounds; A. Piatt Andrew, 112,000 pounds; Mildred Robinson, 72,000 pounds; Frances S. Grueby, 82,000 pounds; Ellen and Mary, 73,000 pounds; Vanessa, 85,000 pounds; Onato, 106,000 pounds.

With the enormous fares, the bottom has tumbled out of the market. Wholesalers paid \$1.50 to \$3.60 a hundred weight for haddock, \$3.50 to \$4.50 for large cod, \$2 to \$3 for market cod, \$3.75 to \$5.50 for hake, \$4 to \$4.75 for pollock, \$1.35 for cusk, and 13 cents and 15 cents for halibut.

Boston Arrivals.

The fares and prices in detail are:

Sch. Elva L. Spurling, 3500 haddock, 3000 cod, 7000 hake, 4000 cusk.

Sch. Ignatius Enos, 1000 cod.

Sch. Mary F. Curtis, 75,000 haddock, 6000 cod, 6000 cusk.

Sch. Marion, 1500 cod.

Sch. Esperanto, 50,000 haddock, 12,000 cod, 3500 hake, 1700 cusk, 1000 halibut.

Str. Crest, 37,000 haddock, 4600 cod, 8000 lemon sole.

Sch. Josie and Phoebe, 67,000 haddock, 7000 cod, 5000 cusk.

Sch. Lucania, 25,000 haddock, 100,000 cod.

Sch. Arethusa, 63,000 haddock, 9000 cod, 18,000 hake.

Sch. Elsie, 47,000 haddock, 12,000 cod, 8000 cusk.

Sch. Terra Nova, 65,000 haddock, 5000 cod, 13,000 hake, 4500 halibut.

Sch. Pontiac, 45,000 haddock, 10,000 cod, 7000 cusk.

Sch. Thos. S. Gorton, 6,000 haddock, 10,000 cod, 7000 cusk, 1000 halibut.

Sch. Elk, 59,000 haddock, 14,000 cod.

Sch. A. Piatt Andrew, 80,000 haddock, 400 cod, 25,000 cusk, 3000 halibut.

Sch. Mildred Robinson 65,000 haddock, 7000 cod.

Sch. Frances S. Grueby, 65,000 haddock, 15,000 cod, 2000 cusk.

Sch. Ellen and Mary, 58,000 haddock, 7000 cod, 7000 hake, 1000 halibut.

Sch. Laura Enos, 2100 cod.

Sch. Vanessa, 65,000 haddock, 8000 cod, 10,000 cusk, 1200 halibut.

Sch. Evelyn M. Thompson, 16,000 haddock, 3200 cod, 8000 hake, 4500 cusk.

Sch. Mettacommet, 4000 haddock, 700 cod.

Sch. Elizabeth W. Numan, 12,000 haddock, 3000 cod, 8000 hake.

Sch. Olive F. Hutchings, 12,000 haddock, 7000 cod, 4000 hake.

Sch. Onato, 90,000 haddock, 9000 cod, 7000 cusk.